

COMMITTEE ON LEGISLATIVE RESEARCH
OVERSIGHT DIVISION

FISCAL NOTE

L.R. NO.: 3195-02
BILL NO.: HB 1322
SUBJECT: Motor Vehicle; Crimes and Punishments
TYPE: Original
DATE: February 1, 2000

FISCAL SUMMARY

ESTIMATED NET EFFECT ON STATE FUNDS			
FUND AFFECTED	FY 2001	FY 2002	FY 2003
Highway Fund	\$5,250	\$12,645	\$12,645
Total Estimated Net Effect on <u>All</u> State Funds	\$5,250	\$12,645	\$12,645

ESTIMATED NET EFFECT ON FEDERAL FUNDS			
FUND AFFECTED	FY 2001	FY 2002	FY 2003
None			
Total Estimated Net Effect on <u>All</u> Federal Funds	\$0	\$0	\$0

ESTIMATED NET EFFECT ON LOCAL FUNDS			
FUND AFFECTED	FY 2001	FY 2002	FY 2003
Local government	\$1,750	\$4,215	\$4,215

Numbers within parentheses: () indicate costs or losses

This fiscal note contains 5 pages.

FISCAL ANALYSIS

ASSUMPTION

Officials from the **Office of the Attorney General, Department of Public Safety - Missouri State Highway Patrol, Department of Transportation, and Office of Prosecution Services** assume this proposal would have no fiscal impact to their agencies.

Officials from the **State Public Defender (SPD)** assume that existing staff could provide representation for those 5 - 15 cases arising where indigent persons were charged with causing death or serious injury while operating a motor vehicle in a careless manner. However, passage of more than one similar bill would require the State Public Defender System to request increased appropriations to cover the cumulative cost of representing the indigent accused. Appropriations are typically requested through the increased trial division caseload decision item in the SPD's Legislative Budget Request.

Officials from the **Department of Revenue's Drivers License Bureau (DLB)** obtained data from the 1998 Missouri Traffic Safety Compendium. The compendium shows the number of fatal crashes for 1998 was 1,017 and the number of personal injury crashes was 51,204. DOH provided a percentage of persons seen at the emergency room for crashes. The hospital crash records show that 15% of the people seen at the hospital resulting from a crash are treated and released. There are 1.5% that are treated and admitted to the hospital. There are more that refuse medical treatment at the scene and later obtain medical treatment from their private physicians. Using these percentages and totals, the following analysis was completed:

51,204	- total personal injury
x 1.5%	- treated and admitted to the hospital
= 768	- total number of serious personal injury/convictions
+ 1,017	- total number of fatal crash/convictions
= 1,785	

51,204	- total personal injury
x 15%	- treated and released from emergency room
= 7,680	- total number of moderate personal injury/convictions

DLB assumes that 10% of the total number of 6-point convictions will result in a point accumulation suspension.

7,680	- total number of moderate personal injury/convictions
x 10%	
= 768	- suspension notices

ASSUMPTION (continued)

1,785	- total number of fatal crash/serious person injury/conviction suspension notices
+ 768	- total number of suspensions resulting from moderate personal injury/convictions
= 2,553	- number of suspension notices issued to citizens

Therefore, this legislation will have minimal impact on the DLB and can be implemented with existing resources.

REVENUE IMPACT

The DLB anticipates that 33% of the licenses suspended will be reinstated ($2,553 \times 33\% = 843$). Since this legislation is effective January 1, 2001 and a first suspension is 30 days, the reinstatements will not be incurred until February 1, 2001. Therefore, the following calculation is based on 5 months for FY 01:

FY 01

$843/12 = 70 \times 5 \text{ months (FY01)} = 350$

$350 \times \$20 = \$7,000$

$\$7,000 \times 75\% = \$5,250$ Highway

$\$7,000 \times 15\% = \$1,050$ Cities

$\$7,000 \times 10\% = \700 CART

FY 02 & 03

$843 \times \$20 = \$16,860$

$\$16,860 \times 75\% = \$12,645$ Highway

$\$16,860 \times 15\% = \$2,529$ Cities

$\$16,860 \times 10\% = \$1,686$ CART

Officials from the **Office of State Courts Administrator (CTS)** assume the proposed legislation would change the law regarding the careless operation of motor vehicles and expand the circumstances under which a chemical test for drugs or alcohol is mandatory. CTS officials would not expect a significant impact on the workload or budget of the judiciary.

Officials from the **Department of Corrections** assume the costs of the proposed legislation would be minimal and could be absorbed with existing resources.

<u>FISCAL IMPACT - State Government</u>	FY 2001 (6 Mo.)	FY 2002	FY 2003
---	--------------------	---------	---------

HIGHWAY FUND

<u>Income</u> - Department of Revenue Reinstatement fees			
---	--	--	--

\$5,250	\$12,645	\$12,645
----------------	-----------------	-----------------

<u>FISCAL IMPACT - Local Government</u>	FY 2001 (6 Mo.)	FY 2002	FY 2003
---	--------------------	---------	---------

LOCAL

<u>Income</u> - Cities Reinstatement Fees			
--	--	--	--

\$1,050	\$2,529	\$2,529
---------	---------	---------

<u>Income</u> - County Aid Road Trust Fund Reinstatement Fees			
--	--	--	--

\$700	\$1,686	\$1,686
-------	---------	---------

**ESTIMATED NET EFFECT ON
LOCAL FUNDS**

<u>\$1,750</u>	<u>\$4,215</u>	<u>\$4,215</u>
-----------------------	-----------------------	-----------------------

FISCAL IMPACT - Small Business

No direct fiscal impact to small businesses would be expected as a result of this proposal.

DESCRIPTION

This proposal increases the statutory point penalty for careless and imprudent driving where aggravating circumstances exist or when an accident occurs in which any person receives moderate physical injury. Aggravating circumstances are defined by the proposal as circumstances in which any person suffers death or serious physical injury.

The proposal also allows law enforcement officers to administer a test to determine the blood alcohol content of any driver who is involved in an accident that results in the death of any person or where a person has been ticketed in an accident resulting in serious physical injury.

The proposal has an effective date of January 1, 2001.

L.R. NO. 3195-02
BILL NO. HB 1322
PAGE 5 OF 5
February 1, 2000

SOURCES OF INFORMATION

Office of Attorney General
Office of State Courts Administrator
Department of Corrections
Department of Revenue
Department of Public Safety - Missouri State Highway Patrol
Office of Prosecution Services
Missouri Department of Transportation
Office of State Public Defender

A handwritten signature in black ink, appearing to read "Jeanne Jarrett". The signature is stylized with a large initial "J" and a cursive "e" at the end.

Jeanne Jarrett, CPA
Director
February 1, 2000